Amendments to the Claims:

1. (Currently Amended) A transport system, comprising:

(a) an underfloor high frequency alternate current primary conductor ~~(10,10')~~ for providing an electromagnetic field extending along said primary conductor for inductive energy transfer;[[,]]

(b) at least one electric transport vehicle [[(30)]] comprising:

(b-1) two individually controllable and individually drivable drive wheels; ~~(36;38),~~

(b-2) at least one pick-up unit [[(32)]] with a secondary conductor for said inductive energy transfer, said pick-up unit being pivotable relative to said vehicle and comprising at least one idle roller [[(40)]] adapted for being continuously contacted with [[the]] a travel surface;[[,]]

(b-3) a sensor unit [[(34)]] adapted for sensing continuously a floor track signal; and[[,]]

(b-4) a control unit which controls said two drive wheels in response to signals of said sensor unit for minimizing a deviation of said vehicle from said floor track signal; and[[,]]

wherein ~~whereby~~ said two drive wheels are arranged at a suitable distance in a driving direction behind the axis around which the pick-up unit is pivotable for maintaining said pick-up unit essentially within said electromagnetic field during travel for a maximum of said energy transfer.

2. (Currently Amended) The transport system according to claim 1, wherein ~~whereby~~ said floor track signal is said electromagnetic field provided by the primary conductor ~~(10;10')~~ and said sensor unit [[(34)]] comprises a magnetic resonance sensor for sensing said magnetic field.

3. (Currently Amended) The transport system according to claim 1, wherein ~~whereby~~ said sensor unit is provided in the axis around which said pick-up unit is pivotable.

4. (Currently Amended) The transport system according to claim 1, wherein ~~whereby~~ said at least one idle roller [[(40)]] is provided in driving direction behind the axis around which the pick-up unit is pivotable.

5. (Currently Amended) The transport system according to claim 1, wherein ~~whereby~~ said vehicle comprises at least one~~, preferably two,~~ swivelling roller~~(s) (60;62)~~.

6. (Currently Amended) The transport system according to claim 1, wherein ~~whereby~~ said vehicle comprises a further pick-up unit [[(33)]] which is horizontally pivotable relative to said vehicle around the same axis around which the at least one pick-up unit is horizontally pivotable relative to said vehicle.

7. (Currently Amended) The transport system according to claim 1, wherein ~~whereby~~ said primary conductor is provided in an insulating track body [[(20)]] of a track system.

8. (Currently Amended) The transport system according to claim 1, which further comprises a second underfloor primary high frequency alternate current conductor ~~(10",10"')~~ for providing a second electromagnetic field extending along said second primary conductor for inductive data transfer.

9. (Currently Amended) The transport system according to claim 8, wherein ~~whereby~~ said vehicle comprises a further secondary conductor provided in said sensor unit [[(34)]] for said inductive data transfer.

10. (Currently Amended) The transport system according to claim 8, wherein ~~whereby~~

said vehicle comprises a second pick-up unit [[(32')]] with a further secondary conductor for said inductive data transfer, said second pick-up unit being pivotable relative to said vehicle and comprising at least one idle roller [[(40')]] adapted for being continuously contacted with the travel surface.

11. (Currently Amended) An electric transport vehicle for use in a transport system with an underfloor high frequency alternate current primary conductor for providing an electromagnetic field extending along said primary conductor for inductive energy transfer, said vehicle comprising:

(i) two individually controllable and individually drivable drive wheels; ~~(36; 38),~~

(ii) at least one pick-up unit [[(32)]] with a secondary conductor for said inductive energy transfer, said pick-up unit being pivotable relative to said vehicle and comprising at least one idle roller [[(40)]] adapted for being continuously contacted with [[the]] a travel surface;[[,]]

(iii) a sensor unit [[(34)]] adapted for sensing continuously a floor track signal; and[[,]]

(iv) a control unit which controls said two drive wheels in response to signals of said sensor unit for minimizing a deviation of said vehicle from said floor track signal; and[[,]]

wherein ~~whereby~~ said two drive wheels are arranged at a suitable distance in a driving direction behind the axis around which the pick-up unit is pivotable for maintaining said pick-up unit essentially within said electromagnetic field during travel for a maximum of said inductive energy transfer.

12. (Currently Amended) The vehicle according to claim 11, wherein ~~whereby~~ said sensor unit comprises an electromagnetic resonance sensor for sensing an electromagnetic field.

13. (Currently Amended) The vehicle according to claim 11, wherein ~~whereby~~ said

sensor unit is provided in the axis around which said pick-up unit is pivotable.

14. (Currently Amended) The vehicle according to claim 11, wherein ~~whereby~~ said at least one roller is provided in driving direction behind the axis around which the pick-up unit is pivotable.

15. (Currently Amended) The vehicle according to claim 11, wherein ~~whereby~~ said vehicle comprises at least one~~, preferably two,~~ swivelling roller[[(s)]].

16. (Currently Amended) The vehicle according to claim 11, wherein ~~whereby~~ said vehicle comprises a further pick-up unit which is horizontally pivotable relative to said vehicle around the same axis around which the at least one pick-up unit is pivotable relative to said vehicle.

17. (Currently Amended) The vehicle according to claim 11, wherein ~~whereby~~ said vehicle comprises a further secondary conductor provided in said sensor unit [[(34)]] for said inductive data transfer.

18. (Currently Amended) The vehicle according to claim 11, wherein ~~whereby~~ said vehicle comprises a second pick-up unit [[(32')]] with a further secondary conductor for inductive data transfer, said second pick-up unit being pivotable relative to said vehicle and comprising at least one idle roller [[(40')]] adapted for being continuously contacted with the travel surface.

19. (Currently Amended) A method of guiding an electric transport vehicle of a transport system with an underfloor high frequency alternate current primary conductor for providing an electromagnetic field extending along said primary conductor for inductive energy transfer, ~~whereby said vehicle comprises~~ the method comprising:

providing an electric transport vehicle comprising:

(i) two individually controllable and individually drivable drive wheels; ~~(36;~~

~~38),~~

(ii) at least one pick-up unit [[(32)]] with a secondary conductor for said inductive energy transfer, said pick-up unit being pivotable relative to said vehicle and comprising at least one idle roller [[(40)]] adapted for being continuously contacted with [[the]] a travel surface;[[,]]

(iii) a sensor unit [[(34)]] adapted for sensing continuously a floor track signal; and[[,]]

(iv) a control unit which controls said two drive wheels in response to signals of said sensor unit for minimizing a deviation of said vehicle from said floor track signal; and[[,]]

arranging ~~whereby~~ said two drive wheels ~~are arranged~~ at a suitable distance in a driving direction behind the axis around which the pick-up unit is pivotable for maintaining said pick-up unit essentially within said electromagnetic field during travel of said vehicle in a course of a curve for a maximum of said inductive energy transfer.